(घ) यदि हां, तो सरकार को अभी तक दुर्घटना के बारे में कितनी जांच रिपोर्ट प्राप्त हो चुकी है और इन रिपोर्ट के अनुसार ऐसी प्रत्येक दुर्घटना के लिए क्या कराण उत्तरदायी है?

**रेल मंत्री (श्री राम विलास पासवान)**: (क) जी नहीं।

(ख) 1996-97 और अप्रैल से अक्तुबर, 1997 के दौरान परिणामी गाड़ी दुर्घटनाओं की संख्या क्रमशः 381 और 243 थी।

(ग) और (घ) जी हां। प्रत्येक दुर्घटना की जांच की जाती है। अनतिम सूचना के अनुसार, 1996-97 के दौरान 381 दुर्घटनाओं में से 254 दुर्घटनाएं रेल कर्मचारियों की विफलता के कारण हुई थीं, 65 दुर्घटनाएं रेल कर्मचारियों के अलावा व्यक्तियों की विफलता के कारण हुई, 34 दुर्घटनाएं उपस्कर की खराबी के कारण हुई, 12 दुर्घटनाएं तोड़-फोड़ के कारण हुई तथा बाकी दुर्घटनाएं अन्य कारणों के कारण हुई थीं।

**Recovery of Railway Assets**

440. SHRI AMAR SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) what is the approximate acres of railway land in the States of Uttar Pradesh, Haryana, Punjab and Union Territory of Delhi, which is under the unauthorised occupation of public; and

(b) what steps have been taken during the last two years to recover that land and with what results?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) Information about area of railway land under encroachment is not maintained State-wise but Zonal Railway-wise as Railway zones span over more than one state. The details are as follows:—

(in hect.)

| Railway | Area under encroachment |
|---|---|
| Central | 64 |
| Eastern | 85 |
| Northern | 900 |
| North Eastern | 115 |
| Northeast Frontier | 304 |
| Southern | 83 |
| South Central | 84 |
| South Eastern | 715 |
| Western | 107 |
| TOTAL | 2457 |

(b) Removal of encroachments on Railway land is a continous process. Regular inspections are done by the Railway officials to prevent fresh encroachments. New encroachments arc removed as soon as they arc noticed. Regarding old encroachments, action is taken to remove them under Public Premises (Eviction of Unauthorised Occupants) Act, 1971 with the help of Civil Police.

The prevent encroachment on Railway land, construction of boundary wall and fencing in the vulnerable sections arc undertaken. Planting of suitable trees/ shrubs including quick growing thorny trees is also done. The number of overall encroachments have not increased in the last 2 years, as a result of these steps.

**Details of Rail accidents during past six months**

441. SHRI GHUFRAN AZAM: Will the Minister of RAILWAYS be pleased to state:

(a) the details of rail accidents, derailments etc. during the past six months till 1st November, 1997;

(b) the estimated loss suffered as a result thereof and the reasons of accidents;

(c) whether Government have formulated any action plan to avoid accidents and to fix responsibility;

(d) if so, the details thereof; and

(e) the total amount of compensation paid to the victims of rail accidents in the past six months?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a)

During the period 01.05.1997 to 31.10.1997, there were 213 consequential train accidents comprising 13 collisions, 166 derailments, 31 accidents at level crossings and 3 cases of fire in trains.

(b) The damage to Railway property was estimated at Rs. 29.05 crores. The accidents were due to human failure, equipment failure and sabotage etc.

(c) and (d) Steps taken to bring down the incidence of train accidents on Indian Railways are as under:—

(i) The work of track circuitng has been accelerated on the trunk routes and other important main lines.

(ii) Modification of the Signalling circuitry is being carried out to minimise chances of human error in causing accidents.

(iii) Auxiliary Warning system for giving advance warning about Signal at Danger' to the driver of the running train has been commissioned on Mumbai suburban sections.

(iv) There has been progressive increase in use of tie tamping and ballast cleaning machines for track maintenance.

(v) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and potable accelerometers are being progressively used.

(vi) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.

(vii) To prevent cases of cold breakage of axles, ROH depots have been equipped with ultransonie testing equipment for detection of flaws in the axles.

(viii) Whistle boards/speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.

(ix) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.

(x) Steps have been taken to prevent inflammable and explosive materials from being carried in passenger trains.

(xi) Training facilities for drivers, guards and staff connected with train operation have been modernised including use of simulators for training of drivers.

(xii) Refresher courses are regularly organised at specified intervals.

(xiii) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training.

(xiv) Periodical safety drives are conducted to inculcate safety conciousness among the staff.

No compensation has been paid so far. Compensation will be paid after the claims are decided by the Railway Claims Tribunal.

**Criteria for issuance of complimentary Railway Passes**

442. DR. ALLADI P. RAJKUMAR: Will the Minister of RAILWAYS be pleased to state:

(a) the number of new complimentary Riiilwiiy Passes issued during the last one year;

(b) the categories of people to whom they have been issued; and

(c) whether any specific guidelines have been laid down as to the consideration on which the complimentary passes should be issued?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN):

(a) (i) No. of card passes issued during 1996-97: (including 42,086